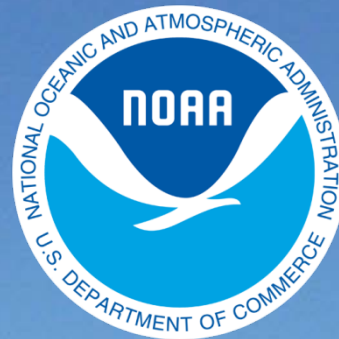


# BookletChart™



## West End of Lake Erie

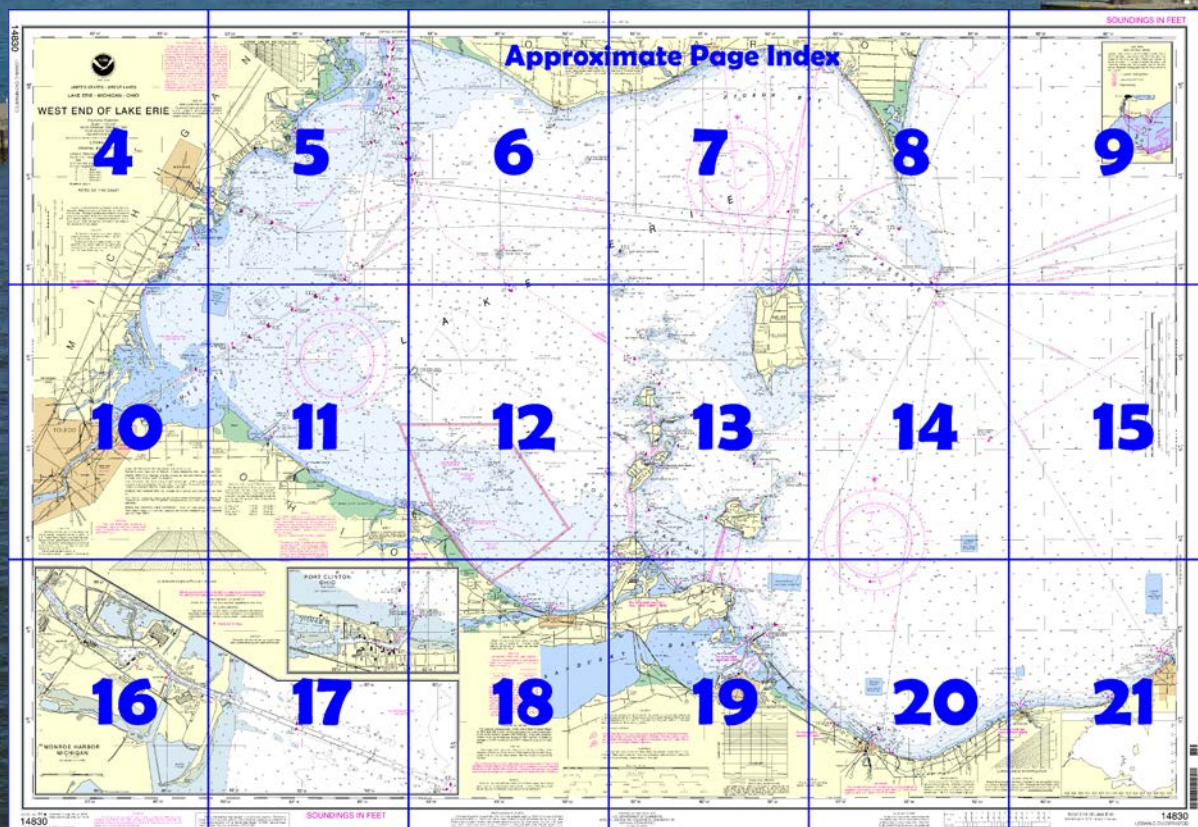
NOAA Chart 14830

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14830>



#### (Selected Excerpts from Coast Pilot)

**Vermilion**, about 34 miles W of Cleveland, has a harbor used mainly by fishing and recreational craft. The harbor comprises the lower 3,000 feet of the **Vermilion River**, and an approach channel from the lake. About 0.6 mile SE of the river entrance, a lighted tank with the name VERMILION on the side is prominent. **Huron Harbor** is about 44 miles W of Cleveland inside the mouth of the **Huron River** at the city of **Huron, Ohio**.

**Huron Harbor Light** (41°24.3'N., 82°32.6'W.), 80 feet above the water, is shown from a white square pyramidal tower on the W pierhead. A fog

signal is at the light.

From Huron, the wooded shoreline trends NW for 9.7 miles to **Cedar Point** (41°29.5'N., 82°41.3'W.), the SE entrance point to Sandusky Bay. In this stretch, deep water is about 0.9 to 1.2 miles off except at Cedar Point where the shallow depths widen to 1.5 miles.

**Sandusky Harbor**, serving the city of **Sandusky, Ohio**, is in the SE part of Sandusky Bay about 50 miles W of Cleveland. The harbor is a major shipping point for coal. Sand, gypsum, and fish are also handled. The harbor is an excellent natural harbor of refuge for small craft.

**Sandusky Bay** extends W from its entrance between Cedar Point and Bay Point for about 15 miles to **Muddy Creek Bay**. **Sandusky River** flows into the S side of Muddy Creek Bay. Small craft can navigate through Sandusky Bay, Muddy Creek Bay, and upstream in the Sandusky River for about 15 miles to the Norfolk Southern Railway Bridge at the town of **Fremont, Ohio**. Depths of about 5 feet can be carried through Sandusky Bay, thence 2 to 4 feet through Muddy Creek Bay, and 2 to 19 feet in the river. The channels through the bays are indefinite and not marked. The entrances to Muddy Creek Bay and the Sandusky River are marked by uncharted buoys that are frequently moved to mark the best water.

**Marblehead Coast Guard Station** is close W of Marblehead Stone Docks. A small sheltered basin at the station has depths of 8 feet decreasing to 6 feet at the edges.

Between Catawba Island and **Locust Point** (41°36.2'N., 83°05.0'W.), a rounding projection 12 miles W, a broad open bight has depths less than 24 feet. The Portage River empties into the S side of the bight. A large shallow bank with depths less than 14 feet extends about 5.5 miles N and NE off Locust Point. A least depth of 2 feet, marked on the E side by a buoy, is about 4.7 miles NE of the point, and there are scattered patches of 3 to 10 feet elsewhere. **Niagara Reef**, a detached shoal with a least depth of 3 feet, is 6.8 miles NE of the point and is marked on the N side by a lighted buoy.

**Huron Harbor Dangers.**—An extensive area of fish net stakes is off the entrance to Huron Harbor.

Huron is within the Sandusky **customs port of entry**.

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Harbor Regulations.**—A **speed limit** of 6 mph (5.2 knots) is enforced in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See **33 CFR 162.155 and 207.570**, chapter 2, for regulations.)

**Sandusky Harbor Dangers.**—In 1977, it was reported that the jetty extending NE from Cedar Point is partially submerged during periodic high water conditions.

**Caution.**—A submarine cable crosses the inner end of Moseley Channel; vessels are cautioned not to drag anchor in this area.

Sandusky is a **customs port of entry**.

**Toledo** is a **customs port of entry**.

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

**Harbor regulations.**—Speed in harbor. In Maumee Bay, lakeward of Maumee River Lighted Buoy 49, no vessel greater than 100 feet long shall exceed 12 mph (10.4 knots). No person shall operate any vessel over 40 feet long in the harbor at a speed greater than 6 mph (5.2 knots). Vessels greater than 100 feet long shall not overtake another vessel in the harbor. (See **33 CFR 162.150**, chapter 2, for speed limits and regulations.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

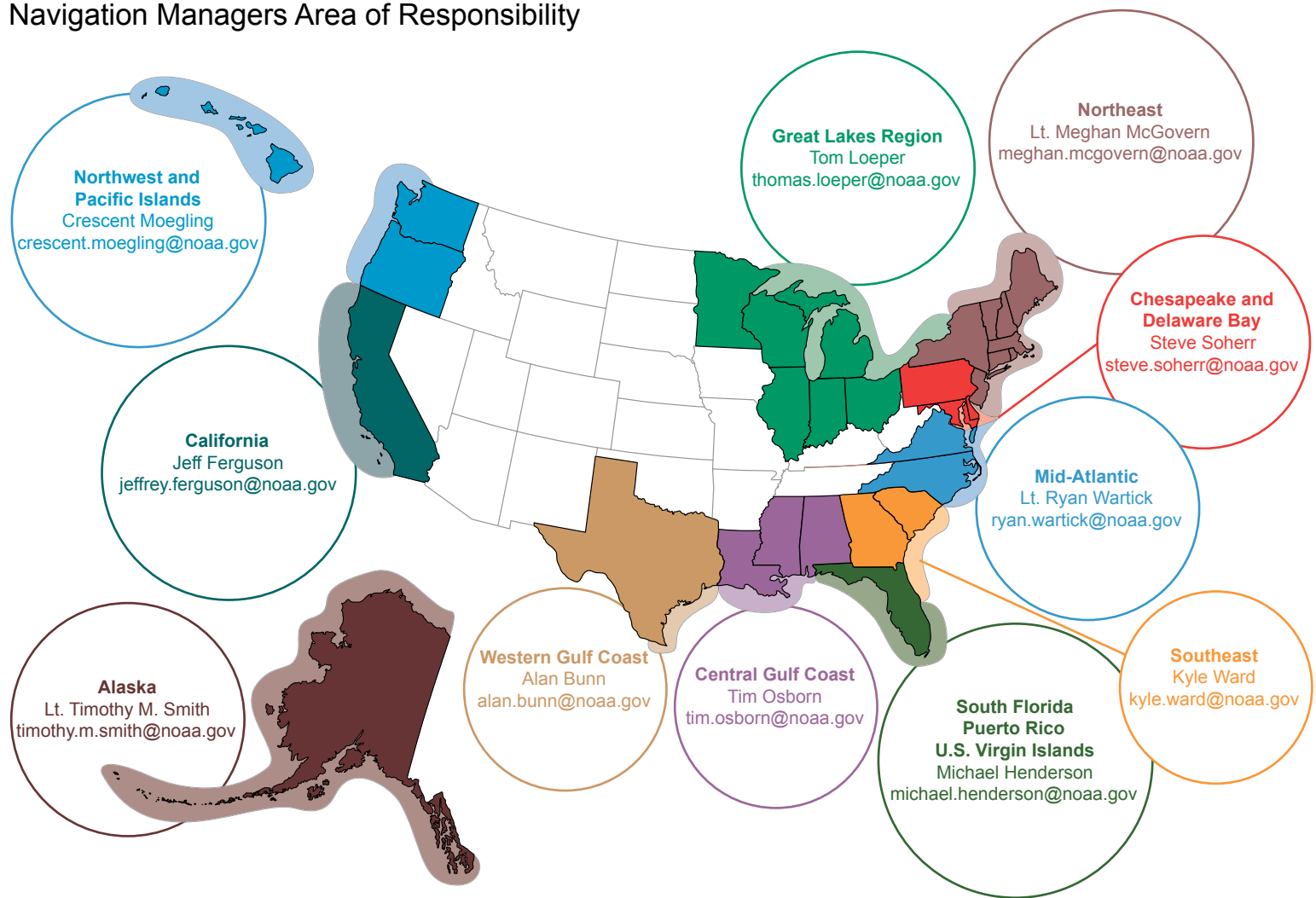
9th CG District

Cleveland, OH

(216) 902-6117



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

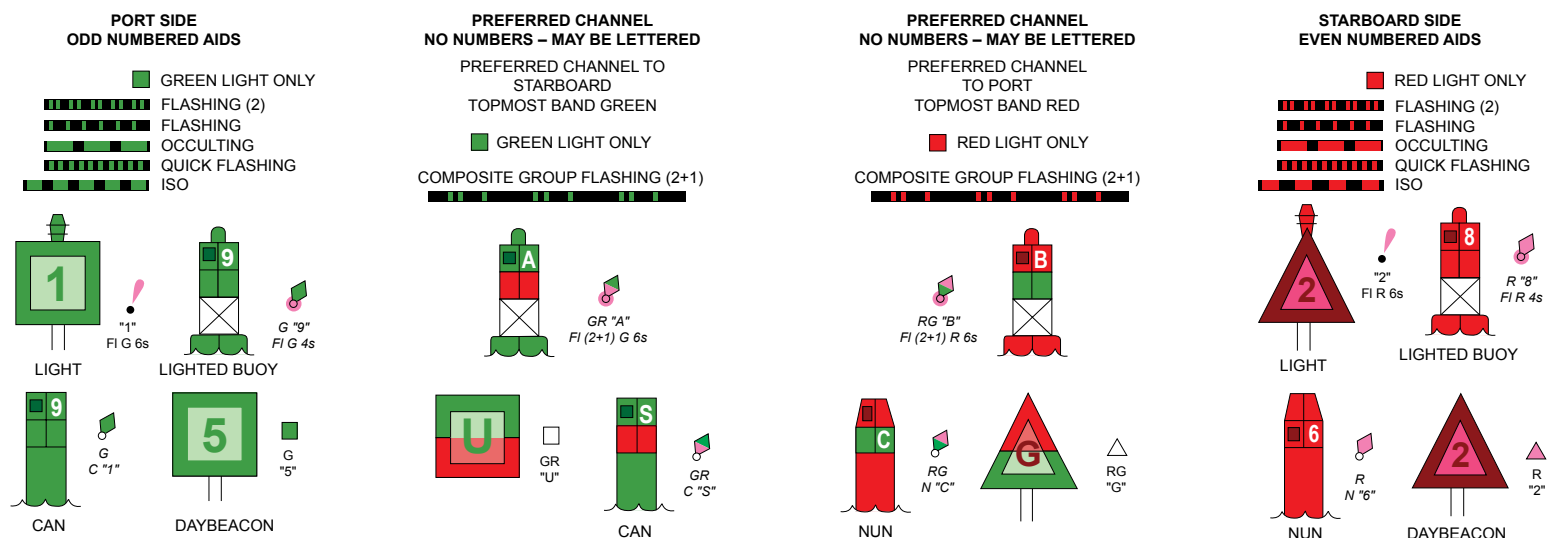
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

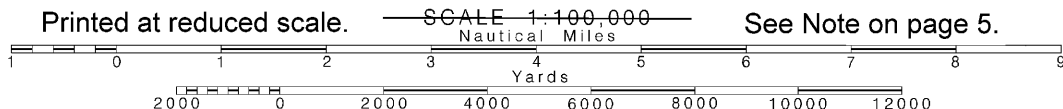
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

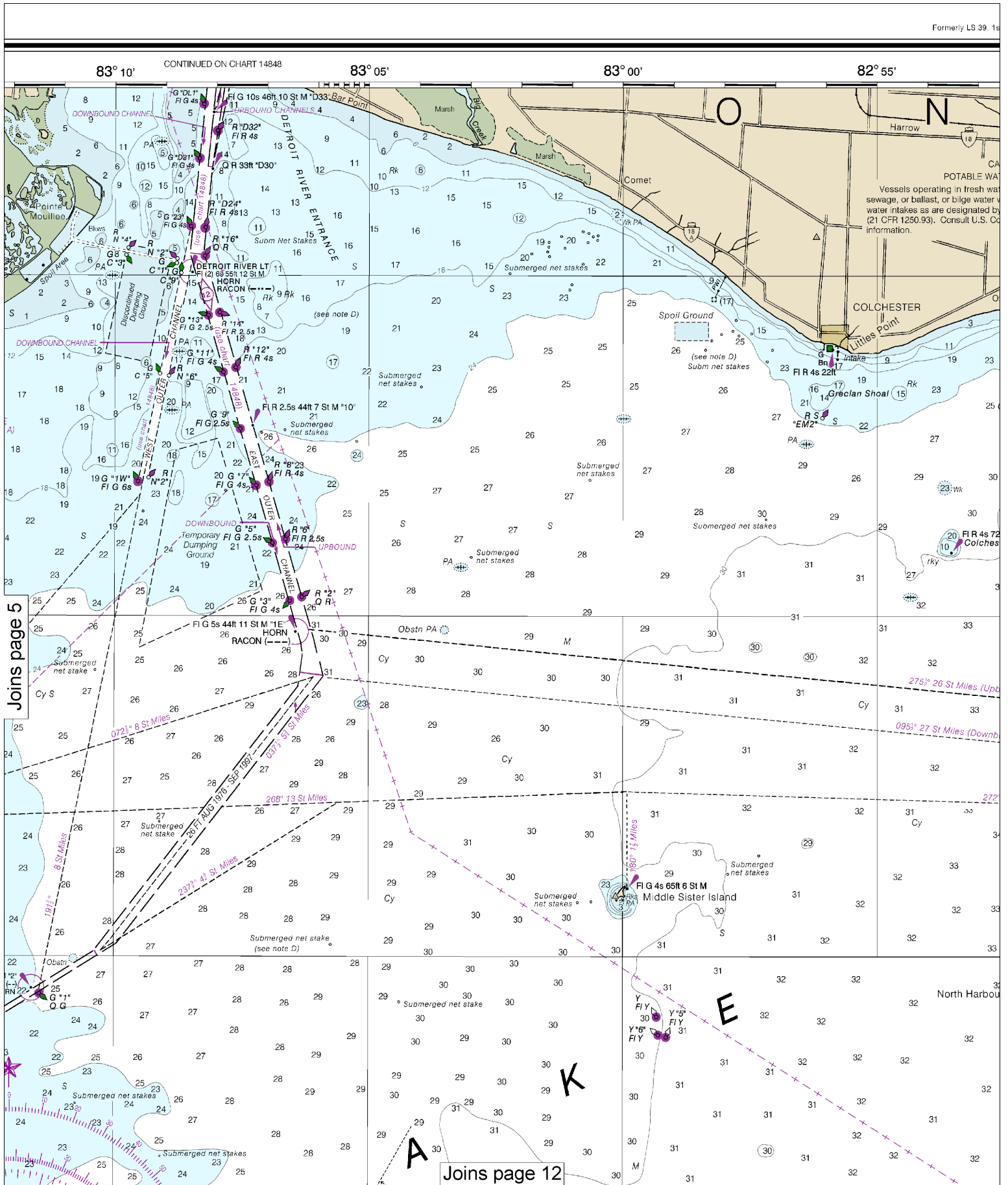


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>







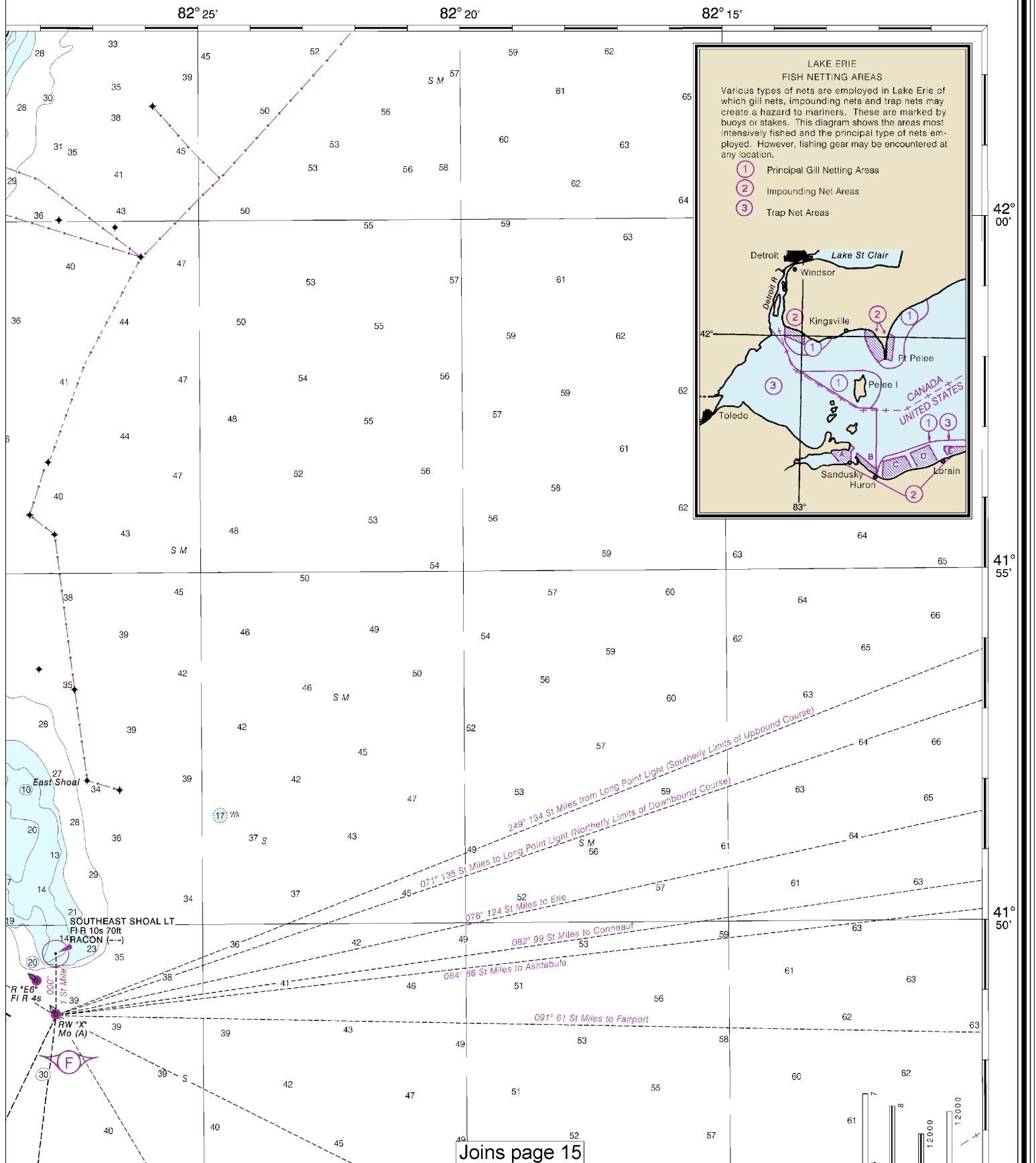




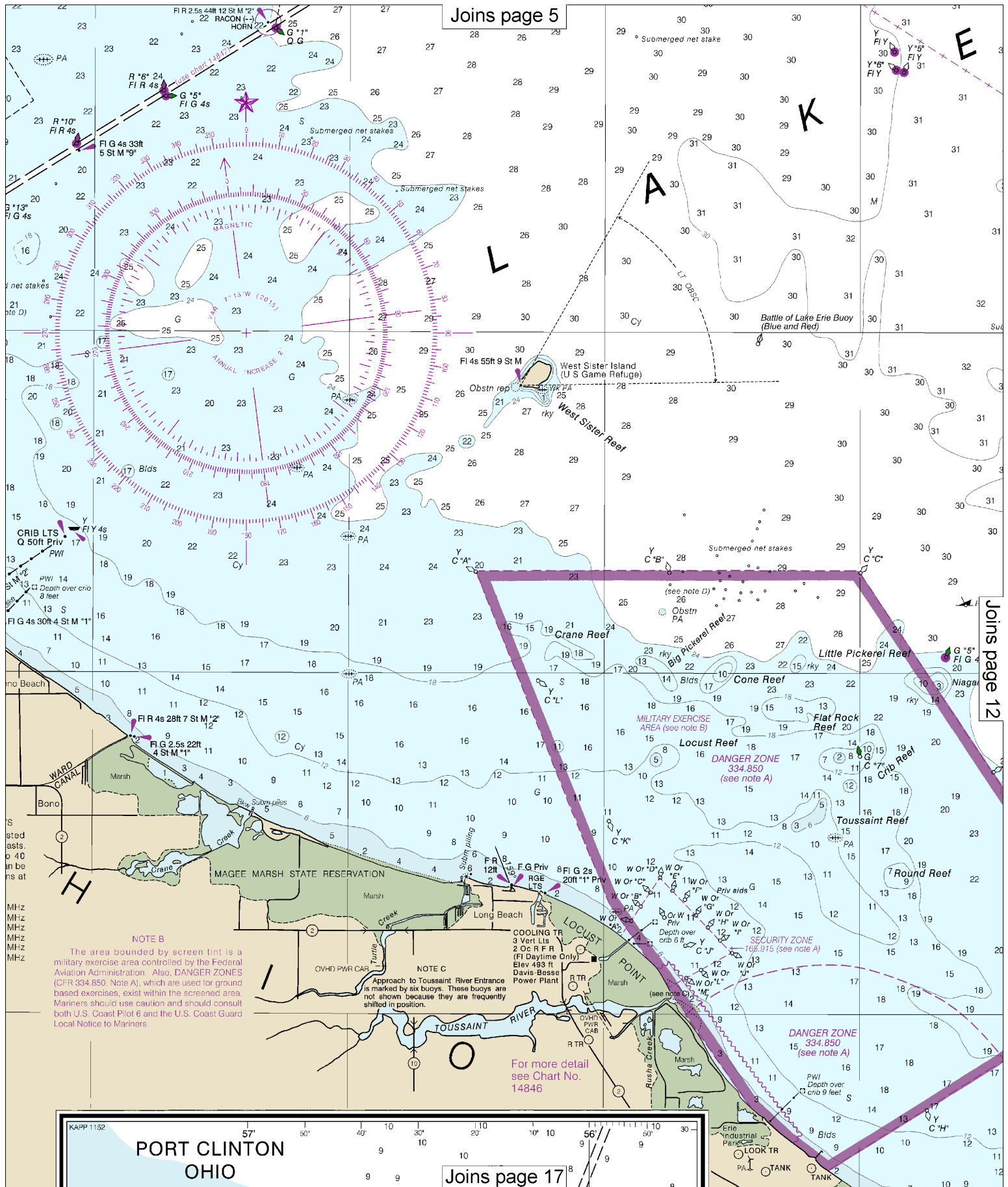




# SOUNDINGS IN FEET



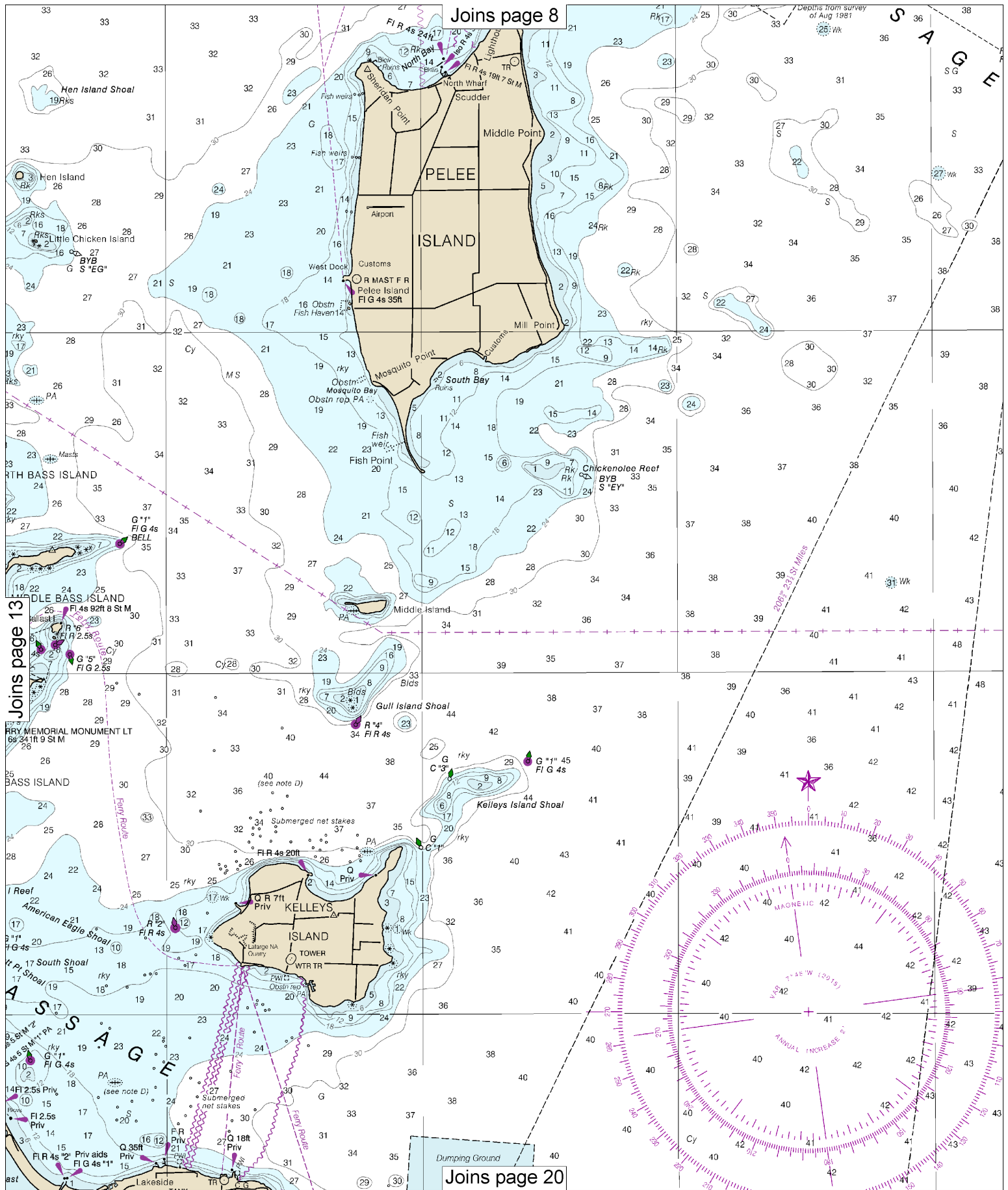












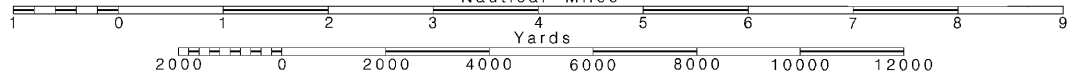
14

Note: Chart grid lines are aligned with true north.

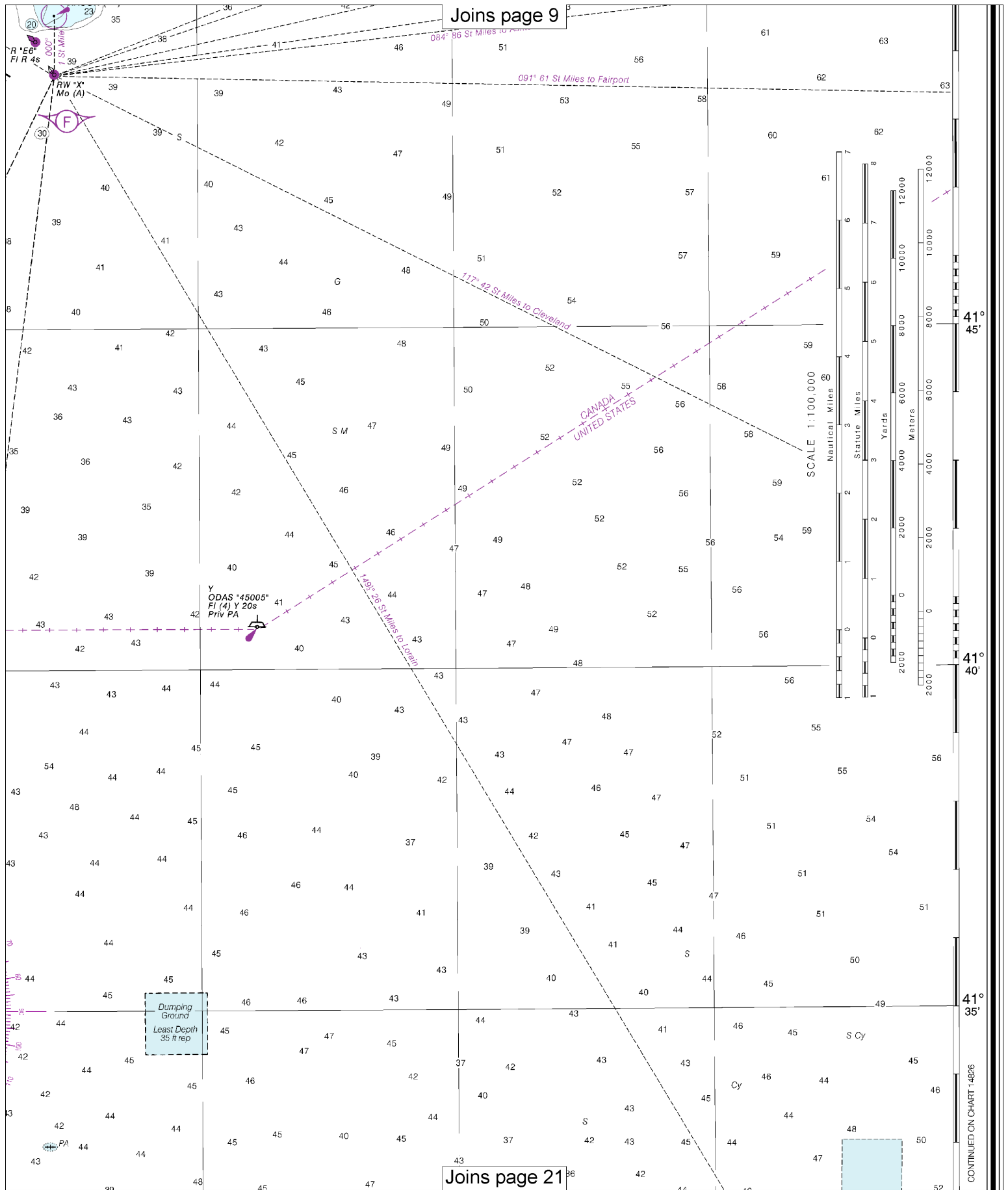
Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.







41° 35'

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 ○ (Accurate location)    ◐ (Approximate location)

Joins page 10

0' 1' 2' 3' 4' 5'

Latitude and Longitude Plotting Interpolator

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## POLLUTION REPORTS

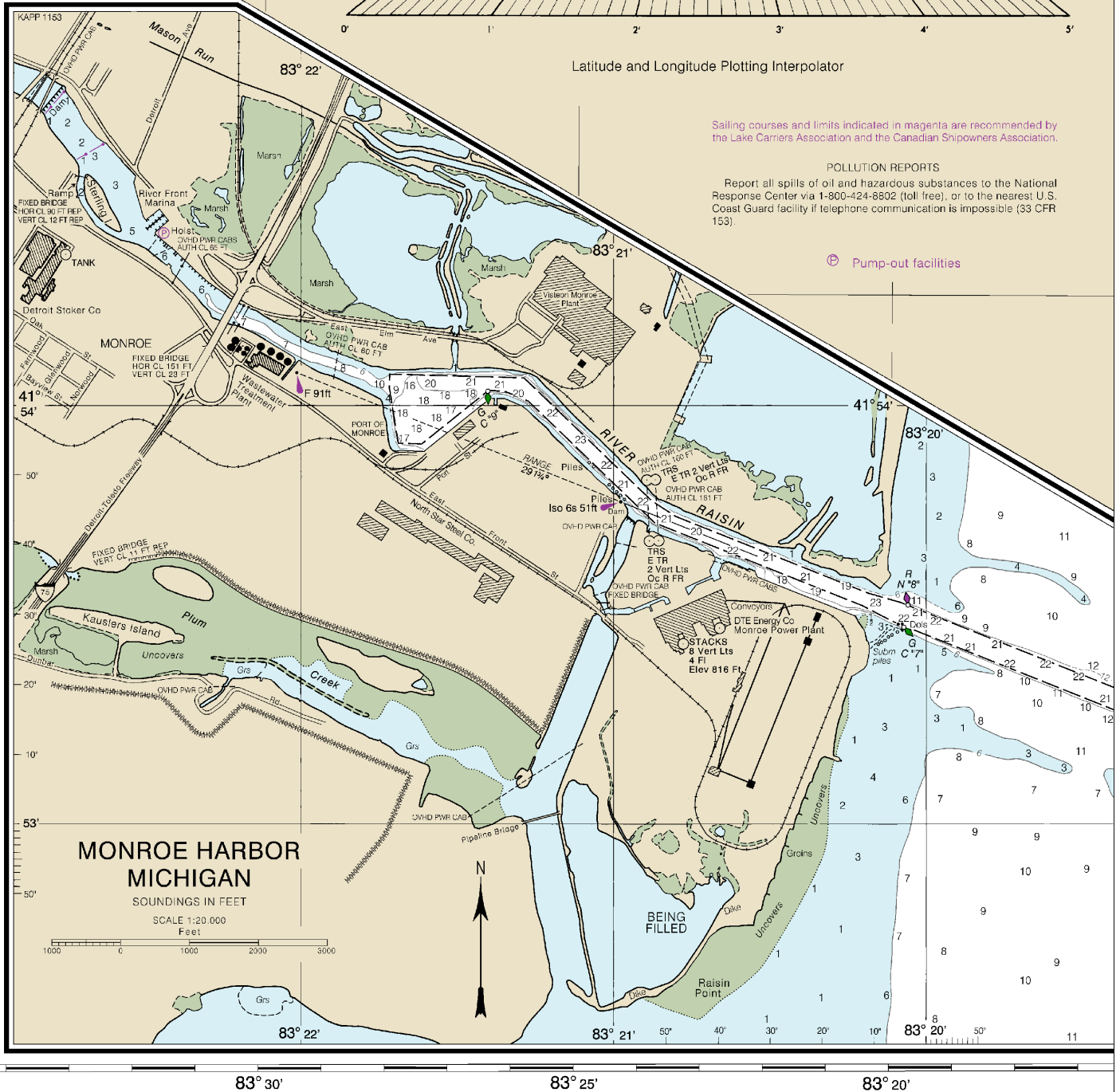
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Ⓟ Pump-out facilities

41° 30'

41° 54'

41° 25'



33rd Ed., Mar. 2015

14830

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>

Last Correction: 6/16/2016, Cleared through:  
 LNM: 3216 (8/9/2016), NM: 3316 (8/13/2016), CHS: 0716 (7/29/2016)

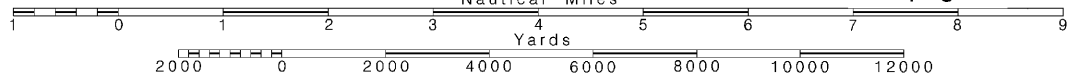
16

Note: Chart grid lines are aligned with true north.

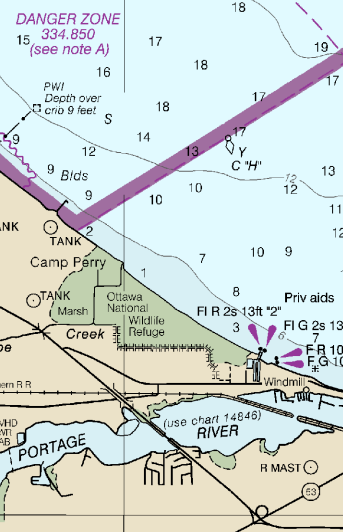
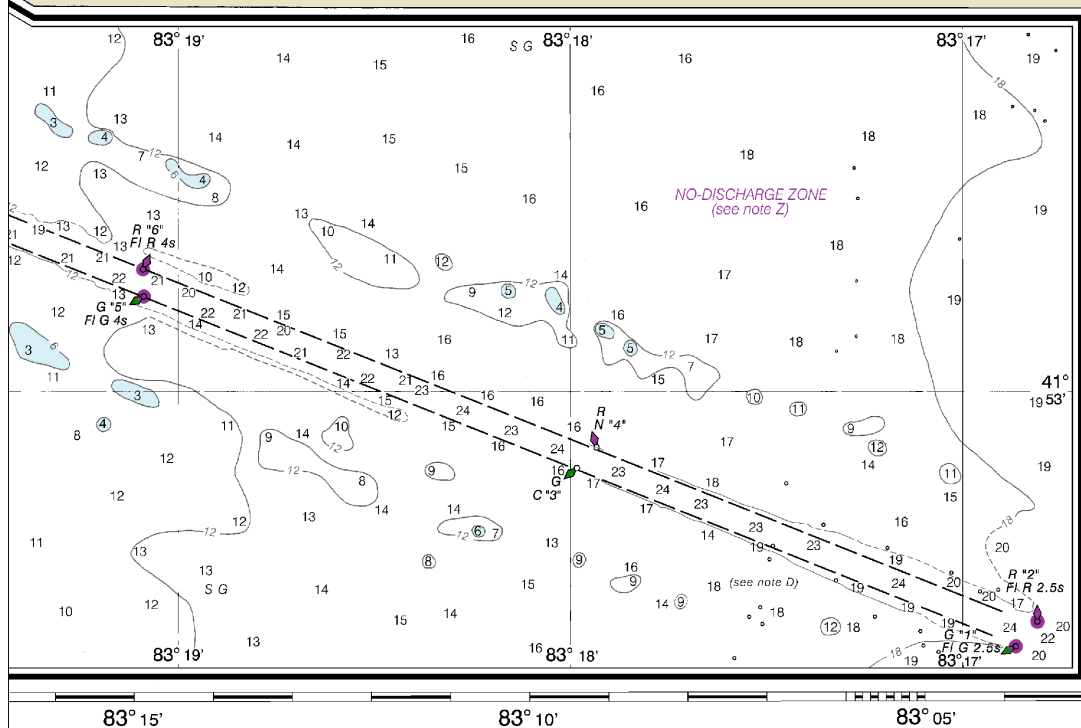
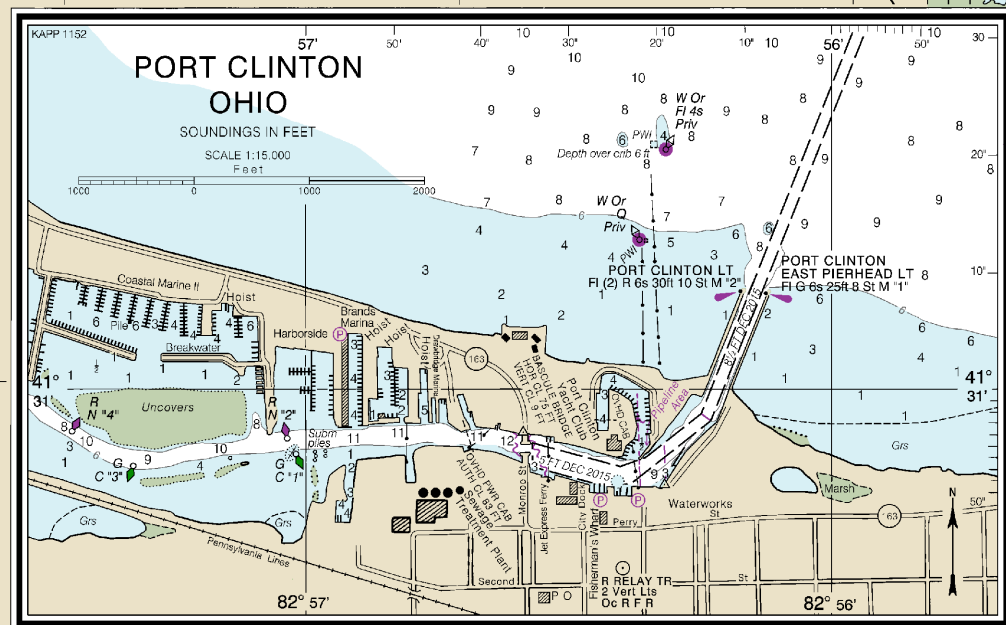
Printed at reduced scale.

SCALE 1:100,000  
Nautical Miles

See Note on page 5.



For more detail  
see Chart No.  
14846



### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Chartered submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered to be the World Geodetic System 1984 (WGS 84). Geographic coordinates referred to the North American Datum of 1927 must be corrected by an average of 0.173" northward and 0.321" eastward to agree with NAD 83.

**CAUTION**

Due to periodic high water conditions in the Great features charted as visible at Low Water Datum may be particularly in the near shore areas. Mariners should p caution.

Gas pipelines and wells contain natural gas under pressure. Damage to these installations would create an immediate hazard. Vessels anchoring in Lake Erie should do so with caution, avoiding the underwater, and therefore concealed, positions of all gas wells, pipelines, submarine cables and other installations.

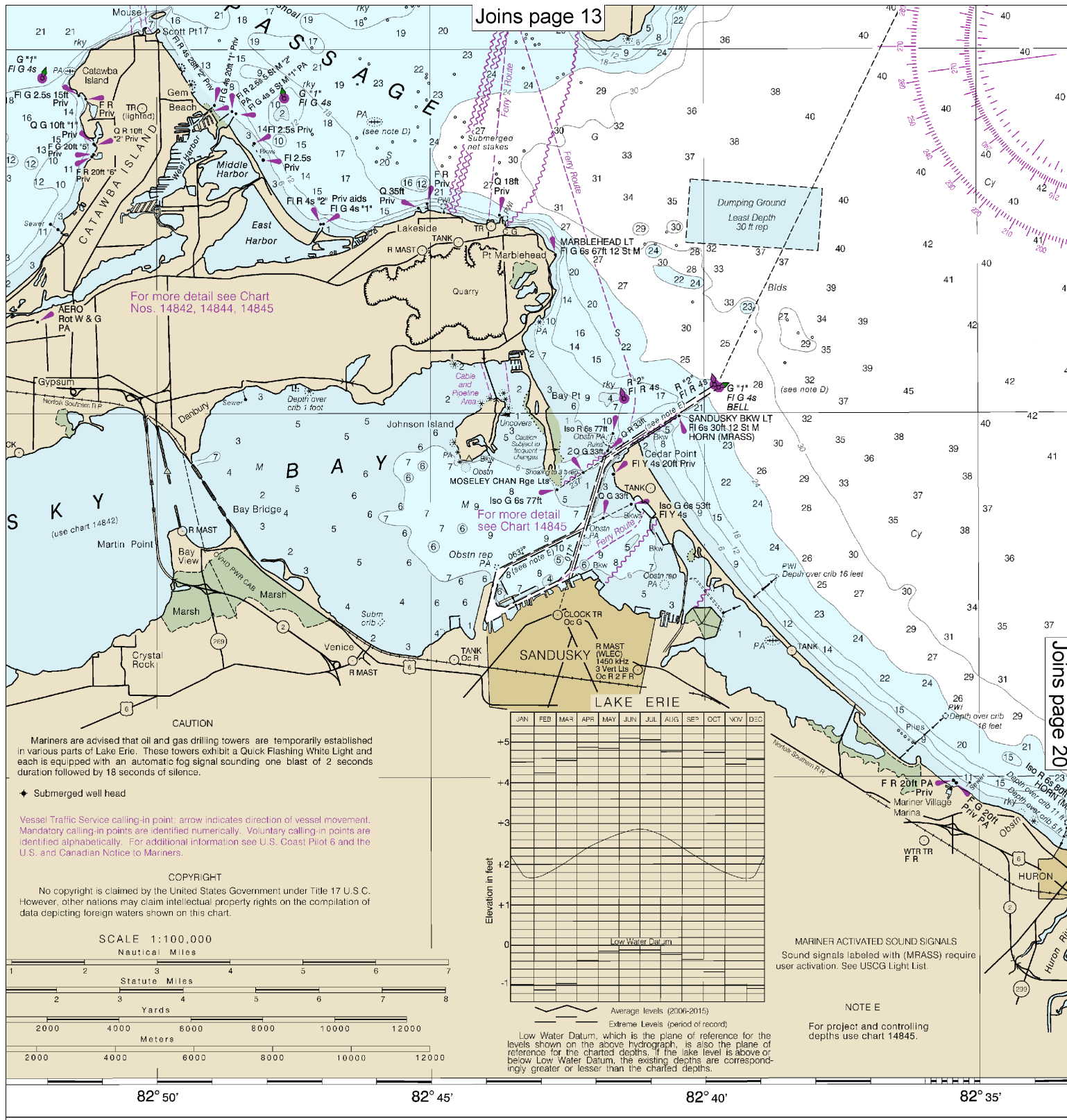
NOTE D  
Mariners are warned that numerous uncharted stake structures, some submerged, may exist in the area of this structure. Structures are not charted unless known to be permanent.

m.

## SOUNDINGS IN FEET



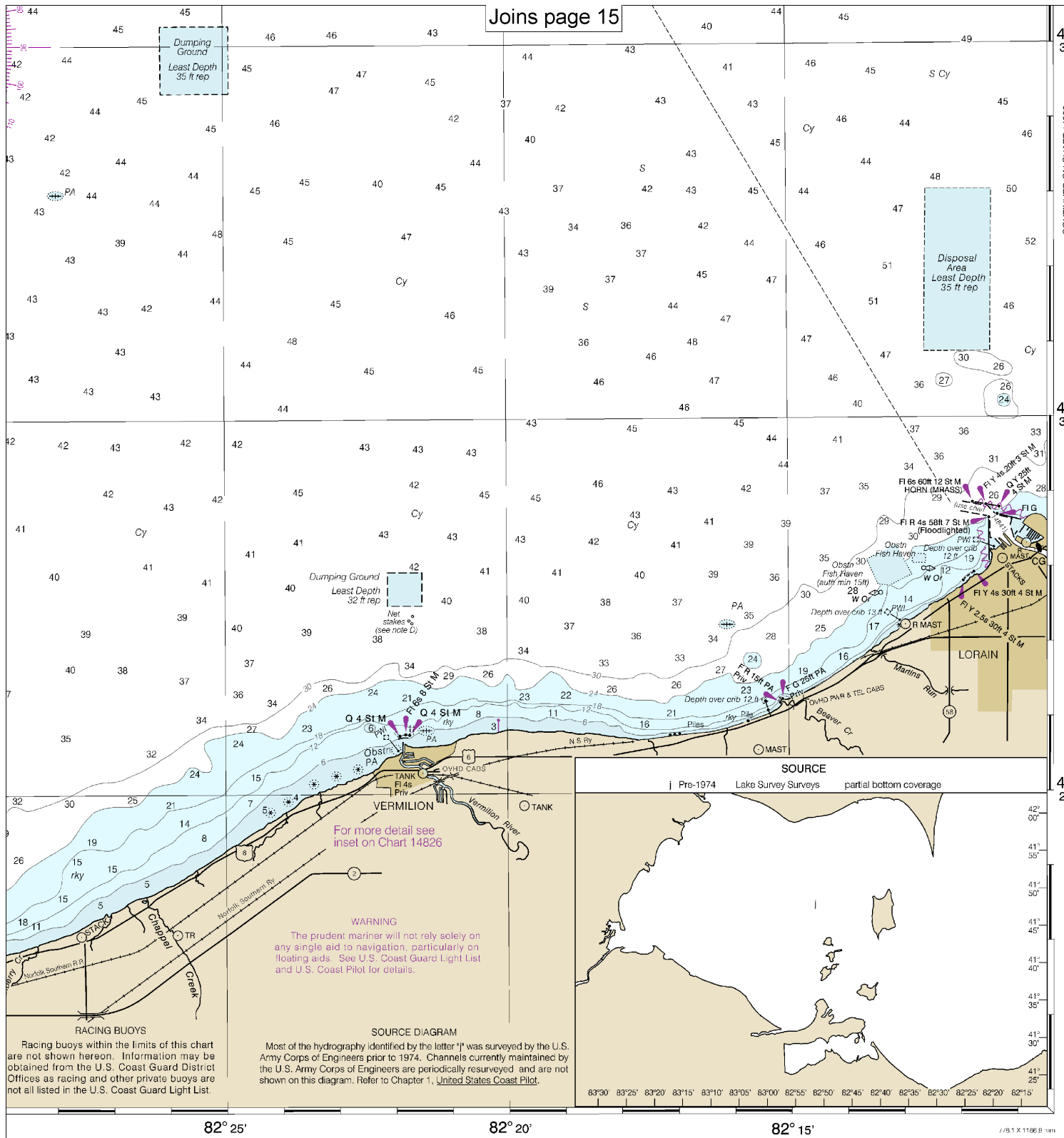




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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

West End of Lake Erie  
SOUNDINGS IN FEET - SCALE 1:100,000

14830



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

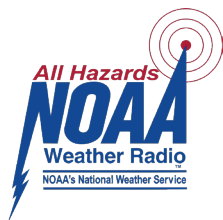
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

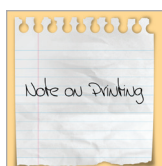
<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.